

就四十六月大英德香

INFORMATION

British cruise

C. L. Burr, Manila 10th June.
June 13, H. A. PRANGE, French str., 814, Galleh-
Haiphong 10th June, and Kishow 12 h.
Maile and General.—MESSAGEAGENTS MANI-
LATERA
June 13, KWANG LEE, Chinese str., 1508 R. L.
Lincoln Canton 13th June, General.—C.
M. S. R. Co.
June 13, YIK-SANG, British steamer, 887, T. R.
Gaworthy, Manila 14th June, General.—
JAMESON, MATHEWSON & Co.
June 13, British steamer, 1800, J.

June 13. TEBBOKS, British steamer, 1,100 T. S. S. Co.
Riley, Liverpool, and Singapore 7th June, General.—UTZGERFELD & SWELE.
June 13. CHOTANG, British steamer, 1,184 T. S. S. Co.
D. Bradley, Swatow 14th June, General.—JARDINE, MATHESON & Co.
June 13. DORM, German steamer, 771, Petersen, Nanchang 6th June, and Chong 7th, Baas and General.—WHEELER & Co.
June 13. ROBEY, British ship, 2,047, E. Baas, Shunghai 10th June, General.—P. & O. S. N. Co.

LEADANCES
 AT THE HARBOR MASTER'S OFFICE.
 13TH JUNE.
 Yang-ping, Chinese str., for Chfoo.
 Wm. J. Rutch, Amr. ship, for San Francisco.
 Torrington, British str., for Kuchinoan.
 Ash, Danish str., for Hainbone.
 DEPARTURES.
 June 13, TORRINGTON, British str., for Knoch.
 June 13. DOLPH, German bark, for Hare.
 June 13. DOLPH, German bark, for Hare.

PASSENGERS.
ARRIVED.

Per Haiphong str. from Haiphong for Mex-	
cellis-Mr. Devaux.	For Yokohama-Mr.
Blanchard and servant.	
Per Yha g, str.	from Manila. Messrs.
Clark and Olsen.	
Per Teupor, str.	from Liverpool-Mrs.
Stevens, Mr. Carr, and 150 Chinese from Sing-	
apore.	Shanghai-Messrs.

Per Rembau, str., from Malacca, Messrs. D. M. C. T. Lee and Lo Wo Poo.
DEPARTED.
Per Hailan, str., for Swatow, Mr. Chau T. and Miss Leung.
Per Foonchow, Messrs. D. Westley Layton and John Waller.
Per Nürnberg, str., for Shanghai from Hongkong, Mr. F. Vogel, from Genoa, Messrs. Meyer, Ad. Basse, and F. Lippold.
Per Bremen, Messrs. Arthur Hammarsted and Miché.
Per General Weider, str., from Hongkong for

Per Rembau, str., from Malacca, Messrs. D. M. C. T. Lee and Lo Wo Poo.
DEPARTED.
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Per Foonchow, Messrs. D. Westley Layton and John Waller.
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Per Bremen, Messrs. Arthur Hammarsted and Miché.
Per General Weider, str., from Hongkong for

VIETNAM SAIL HOTELS.
HONGKONG HOTEL.

Hon. J. G. H. Amherst, M.L.C.	Rep. of Mr. W. Morton, B.A.
Mr. Lucien Bouquet	Rep. of Messrs. Bentley & Co.
Mr. J. R. L. Jordan & family	Mr. W. M. Pratt
Mr. D. M. Clark	Mr. Fred. E. Suman
Mr. A. K. Cohen	Mr. W. Turner
Mr. T. Mitchell	Cap. T. Elliot
	Mr. W. W. York
	Mr. E. E. Ryan

Mr. Alexander Cook	Mr. W. M. Goodman
Mrs. George Armstrong	Mr. & Mrs. Galloway
Miss Ann Strong	Capt. Hough, R.N.
Mr. Blumay	Mrs. A. H. Ingalls
Mr. P. de Souza	childen
Mr. & Mrs. E. V. Brennan	Mr. Lund
and children	Mr. Quincey C. Walcott
Mr. Bert Buck	Mr. W. B. Needham
Consul Bender	Mrs. A. Rose
Mr. E. C. Hays	Mr. J. J. Raben
Mr. & Mrs. C. H. Colman	Mr. Taylor
M. J. E. Conditine	Mr. & Mrs. J. A. Th
Mr. Geo. Fenwick	son

VESSELS IN DOCK.
ABNEDEN DOCKS.
 Kowloon Dock.—H.M.S. Leander, A
 Taisheong, Ingraben.
 COSMOPOLITAN DOCK.—John McLeod.
TO-DAY.
 Polo Match at Causeway Bay. 5 p.m.

TIME TABLE.

WEEK DAYS.

7.31 a.m. to 10.50 a.m.	Every quarter of an hour.
11.30 a.m. to 12.51 p.m.	Every half hour.
12.10 p.m. to 2.30 p.m.	Every quarter of an hour.
3.5 p.m. to 8.00 p.m.	Every quarter of an hour.
Night cars at 8.15 p.m., 9 p.m., 11 p.m., and 11.15 p.m.	

STUNDAYS.

10.50 a.m. and 10.00 a.m.	Every quarter of an hour.
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JOHN D. HUMPHREYS & SONS
General Managers.
Hongkong, 1st April 1892.

HOTELS.

THE MOUNT AUSTIN HOTEL.

2,	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 8
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Board and Lodging by the month (for married couple occupying one room)
Board and Lodging by the month (for married couple occupying one room)
Sitting room by the day
Sitting Room by the month
Extra Bedroom by the day
Extra Bedroom by the month
Bed and breakfast

Child, on by special arrangement.
For further particulars apply to the
signed at the Company's Office, 38 A
Queen's Road Central, over the Hongkong
Library; or to the Manager, Mount Austin
JOHN A. J. U.
Secretary
Hongkong, 2nd May, 1882.

HONGKONG HOT

THE most commodious and best appointed Hotel in the Far East; situated on the river at the town, opposite the General Consulate and the Hongkong Club, and adjacent to Padder's Wharf (the principal landing place for the Colony).

THE HONG KONG LAUNCH conveys guests and baggage to and from all Mails to and from the Colony.

The TABLE DROVE, at separate
supplied with every delicacy.
The BED ROOMS, with adjoining Bath
are lofty and well ventilated, open onto
Verandah, are lighted by gas and
throughout with electric communication
The LANDING, WASHING, and S
ROOMS, LADIES DRAWING ROOMS, T
Bath and public BILLIARD ROOMS (S
Bak and American Tables) are fitted w
convenience.
A GRILL ROOM where chops, steaks

served at any hour, adjoins the HOTEL.
 WINE AND SPIRITS of the Best Brands.
 HYDRAULIC ASCENDING ROOMS of the
 and most approved type convey passengers
 baggage from the Entrance Hall to each
 five floors above.
 NIGHT PORTERS and WATCHMEN
 continually on duty.

R. TUCKER
 Manager

1870 Hongkong, 2nd April, 1892.

INTIMATIONS.

BROWN, JONES & CO.
AMERICAN AND ITALIAN MARBLE
HEADSTONES AND COLUMNS
In Stock
Priced Moderate. Work Promptly Done.
Satisfaction Guaranteed.

A. S. WATSON & CO., LIMITED.

WINES AND SPIRITS.
We import and sell the following brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London Agents, and brought direct from the vineyards and distilleries in France and Italy, and are of the highest quality and good value for the money.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial bill for quality desired.

PORTS. (For Invoice and other general information.)

	Per Case	Per Bottle
A. Ato Douro, good quality	\$10	\$1.00
B. Vinho, superior quality	12	1.10
C. Fino Old Vinho, superior quality, Black Seal	14	1.25
D. Very Fine Old Vinho, superior quality, Yellow Seal	18	1.50
SHERRIES		
E. Delicate Pale Dry, dinner wine, Green Cap	6	0.90
F. Superior Pale Dry, dinner wine, Green Cap	7.50	0.75
G. Massena, Old Blend, Sherry, White Cap	10	1.00
H. Superior Old Dry, Pale Natural Sherry, Red Seal	10	1.00
I. Very Superior Old Pale Dry, choice old Wine, White Seal	12	1.10
J. Extra Superior Old Dry, very fine quality, Black Seal	14	1.25

CLARETS.

A. Superior Breakfast Claret, Red Seal	\$4	\$4.50
B. St. Julien, Red Cap	5.50	5.00
C. St. Julien, Red Cap	7	7.50
D. La Roche, Red Cap	11	12.00

MADEIRA, HOCK & CHAMPAGNES.

Full particulars of the various Brands in stock, on application.

BRANDY.

A. Hennessy's Old Pale, Red Cap	\$13	\$1.30
B. Superior Very Old Cognac, Red Cap	15	1.40
C. Very Old Cognac, Red Cap	20	1.75
D. Hennessy's Finest Very Old Cognac, 1872 Vintage, Red Cap	30	2.50

SCOTCH WHISKY.

A. Thorne's Blend, White Cap	8	0.75
B. Watson's Glenlivet, Malheur Blend, Blue Cap	6	0.75
C. Watson's Glenlivet, Red Cap	8	0.75
D. Watson's H. K. D. Blend, the Finest Scotch Whisky, White Cap	10	1.00
E. Watson's H. K. D. Blend, the Finest Scotch Whisky, White Cap	12	1.10

IRISH WHISKY.

A. John Jameson's Old, Green Cap	8	0.75
B. John Jameson's Very Old, Green Cap	10	1.00
C. John Jameson's Very Fine, Green Cap	12	1.10
D. Gervais' Superior Whisky, Red Seal	10	1.00

GIN.

A. Fine Old Tom, White Cap	4.50	0.40
B. Fine Unweathered, White Cap	4.50	0.40
C. Fine A. V. H. Gin	4.50	0.40

RUM.

Finest Old Jamaica, White Cap	12	1.00
Good Leonard Island, \$1.50 per Gallon		

LIQUORS.

Benedictine, Maraschino, Curacao, Benedictine, Curacao, Benedictine, Curacao		
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PHOTOS ON APPLICATION.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY, Hongkong, 4th February, 1932.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor." Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but for evidence of good faith.

All letters for publication should be written on one side of the paper only.

Letters for publication should be sent by post before 11 a.m. on the day of publication. After that hour the supply is limited.

Telephone Address Press. Telephone No. 12.

The Daily Press.

HONGKONG, JUNE 14th, 1932.

The man who "falls" in business is a convenient target for all shafts, but as a creditor as well as a debtor it is necessary to the creation of a debt there would seem, abstractedly, to be no good reason for assuming that one party is more responsible than the other for the consequences of their combined action. If anything indeed it is rather the creditor who should bear the chief burden of bad debts, because his moral standing is presumably higher than that of the debtor. Some borrowers there are, no doubt, who justify feel that if there be any favour in the matter at all it is they who confer it on the lender by consenting to employ his funds in a remunerative manner. But the great mass of borrowers entertain no such ideas of their own individual importance, while as a class they are no cohesion or power of corporate action. Individually their moral stamina are more or less impaired by need, and need is a severe tempter. They must borrow, in short, in order to live. In a certain sense of course lenders are placed in a similar position, as they also live by lending. But the necessity does not come home to them so directly; they can if they like consume their capital for a little while, and under all circumstances they retain a liberty of action which the needy man cannot aspire to.

So far, however, from this consideration being allowed any practical influence in lightening the burden of the weaker side, the commanding position of the stronger has for the most part been used to make it still stronger. The laws of most countries being of necessity framed by the classes from which creditors usually come naturally bear hard on the debtor class, and commercial legislation is thus found to be contrived not only to afford relief to the creditor where possible, but to give him a certain power of reparation. At the tribunal of

social ethics the like principle prevails. It is the unfortunate and the poor who are *prima facie* held to blame. The weak victim of education and not the adroit deceiver and receiver of the punishment. Both law and public opinion therefore take the side of the creditor, while the whole herd of fat and greasy citizens turn incontinently from the broken member of society. "Is the world's way. But while it would be improper, and dangerous, to relax this unrelenting code, it is only fair to admit that since it requires two to make a bargain the moral stigma of misdeeds should not be exclusively borne by one of them. In commerce as in everything else there are the strong and the weak, and in commerce as in everything else it is the weak who are doomed to be exploited by the strong. How many men and how many firms in the East have laboured through the best years of life in a hopeless struggle with circumstances supported by wealthy correspondents at home, finance firms in London it may be, or worse still, Manchester agents who have in some cases grown rapidly rich on the spoils of the failing and struggling traders whom they make a grand parade of supporting. And when the inevitable hour of exhaustion at last arrives and the unfortunate man declares himself insolvent, it is not uncommon for those who have aided and abetted their whole course of trading and who alone have profited by their loss to be the first to hold up pious hands and deplore the low state of commercial morality. Our readers on the China Coast will recall many instances of this without our making any more pointed references thereto.

And are "the banks" always so blameless as they affect to be when they get an unreluctant defaulter under the barrow of their lawyer's examination? An absolutely hol- low situation is uncovered in the Bankruptcy Courts, but who is it that has made that situation? The fatal facilities which not like seductive baits on the morally weak are in many cases the primary cause of the disaster to so many traders who would have been honest in some other atmosphere. If the creditors were in certain cases placed under examination what would they say as to their own knowledge of the position of affairs antecedent to bankruptcy? If they did not know anything about their customer's business they could hardly be justified in continuing their advances. When a steamer runs into a fog she is generally brought to an anchor, if possible; and when a banker perceives symptoms of insolvency it is surely not his business to aggravate them, but to pull up his client and arrest the mischief. The state of many of their internal accounts alone would sufficiently tell him. No merchant in these days makes profit enough to afford to pay a banker's yearly tribute of \$10,000 to \$50,000 in the form of interest. In fact the payment of interest on imported goods is not only so much dead loss to the merchant but implies an independent loss on the merchandise whether it be voluntarily or involuntarily insured. So long as the merchant is able to pay his interest the innocent banker may perhaps be excused for redrawing it, but surely when the point is reached when the accruing interest cannot be paid, but has to be added to the principal, it is time for the bank to hold its hand, and not pay any dividends profits which are on the face of the thing fictitious. In cases where the banker assists the debtor to carry on his business after proved insolvency he ought to share in the discredit of the subsequent bankruptcy. This is not to say that in no case ought a banker to assist an insolvent; it is his duty very often to do so; but it is a risk which the two parties agree to run, and it is not just that the creditor for an adverse result should fall wholly on one of them.

The P. & O. steamer *Thine* left Bombay for this port on the 12th inst.

The British steamer *Lightning*, from Calcutta, left Singapore for this port on the 12th inst.

The British steamer *Porpoise*, Commander *Arrived here on Sunday evening from Manila.*

There were 1,551 visitors at the City Hall Museum during the week ended the 12th inst., of whom 192 were Europeans.

The P. & O. steamer *Malta*, with the next outward English mails, left Singapore at 4 p.m. on the 12th inst. and may be expected here at about 6 a.m. on the 15th inst.

During the voyage up from Manila a woman on the steamer *Yokohama* fell overboard on the morning of the 12th inst. during a strong breeze and high confused sea. A boat was immediately lowered and succeeded in rescuing him.

Captain Symons of the P. & O. steamer *Orion*, reports having passed the wreck of a large ship, 185 ft. long, 25 ft. beam, and 10 ft. draft, apparently drifting to the westward and in the direct track of steamers between Hongkong and Shanghai.

The steamer *Peimang* which was very strongly built, for generally speaking in her laden condition she was very strong, was wrecked on the morning of the 12th inst. when she was on her way from Hongkong to Shanghai. She was wrecked on the morning of the 12th inst. when she was on her way from Hongkong to Shanghai.

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